IN THE CLAIMS

1. (currently amended) An engine half-trolley (10) for industrial vehicles set at a side of a vehicle chassis and comprising a casing (12) from which there comes out at least one wheel hub (13) for a respective wheel (14), an input shaft (17) to said half-trolley (10) being connected to a differential (16) of the vehicle, said half-trolley further comprising an arm (15, 115) forming part of said casing (12), in which at least one bottom area of said arm (15, 115), for attachment to the wheel hub (13), has bevels (26, 26') a first bevel (26) located on at least one side of said arm (15, 115) in the area near said input arm (17) and a second bevel (26') located on at least one side of said arm (15, 115) between said first bevel (26) and said wheel hub (13), wherein within said arm (15, 115) forming part of said casing (12) there is set in succession, between said input shaft (17) and said wheel hub (13), a first ring bevel gear (18), which meshes with a first bevel pinion (19) set at one first end of a continuous transmission shaft (20), said transmission shaft (20) carrying, at its second end, a second bevel pinion (21), which in turn engages with a second ring bevel gear (23) fixed on a shaft (24) connected to said wheel hub (13).

2. (previously cancelled).

3. (previously amended) The engine half-trolley (10) according to Claim 1 wherein said wheel hub (13) is set on an extension (25) of said arm (15).

4. (cancelled).

5. (previously amended) The engine half-trolley (10) according to Claim 1, wherein an axis of said arm (115) is inclined at an angle (β) with respect to a longitudinal direction, said angle (β) being measured with respect to the direction of movement of said vehicle chassis.

6. (currently amended) The engine half-trolley (10) according to Claim 5, wherein said axis of said arm coincides with an axis of rotation (27) of ~~the~~ said continuous transmission shaft (20), which is set supported on bearings (22).

7. (previously amended) The engine half-trolley (10) according to Claim 6, wherein said angle (β) is between 3° and 40°.

8. (previously amended) The engine half-trolley (10) according to Claim 7, wherein said engine half-trolley (10) is provided with a pair of arms (15, 115) carrying respective wheel hubs (13), each of said arms (15, 115) being provided with two bevel-gear pairs (18, 19; 21, 23), which drive in motion a single input shaft (17) and each of which controls a wheel hub (13) for a respective wheel (14).

9. (previously amended) The engine half-trolley (10) according to Claim 8, wherein said arm (15, 115) is a casting.

10. (previously added) The engine half-trolley (10) according to Claim 6, wherein said angle (β) is approximately 15°.